

DATE

T O P S E C R E T

TO :

FROM :

ACTION:

INFO :

IN: 51533

TO

INFO

T O P S E C R E T 161210Z CITE

CITE

25X1

PRIORITY

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BX6722 GEN BACALIS FROM

1. REPORTING, GENERATION, LAUNCH AND RECOVERY ALL PROCEEDED IN A NORMAL MANNER. TAKE PROCEDURES UTILIZING [] HAVE BEEN WORKED OUT SATISFACTORILY ALTHOUGH THEY WILL REQUIRE A SLIGHT INCREASE IN COURIERS IF BACK TO BACK MISSIONS MATERIALIZE VERY OFTEN -- WE ARE ALL FOR IT.

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2. ALL TANKER AND BASE SUPPORT FUNCTIONS WERE SATISFACTORY.

3. [] GOT OFF IN GOOD SHAPE BUT EXPERIENCED MUCH WORSE TARGET WEATHER THAN BRIEFED. OUR EARLY SATELLITE PICTURES LOOKED FAIRLY GOOD BUT THOSE RECEIVED DURING THE MISSION INDICATED THAT A RAPID DETERIORATION HAD OCCURRED. RIGHT NOW FROM THIS END, UNFORTUNATELY, TOMORROW LOOKS MUCH THE SAME. INS APPEARED GOOD THROUGHOUT THE FLIGHT, HOWEVER, BECAUSE OF CLOUD COVERAGE PILOT WAS UNABLE TO ACTUALLY VERIFY EXACT POSITION. ARTICLE WAS SHUT-DOWN WITH 37 KNOTS DISPLAYED ON GROUND SPEED INDICATOR WHICH IS

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EXCESSIVE (MAINTENANCE WILL REPORT ON THIS IN MORE DETAIL ASAP)

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[] MADE ONE MISTAKE DURING THE FLIGHT THAT HE IS KICKING HIMSELF FOR; SOUTHWESTBOUND ON FIRST PENETRATION LEG THE CLOUD DECREASED AND HE INTENDED TO GO TO POSITION C FROM POSITION III ON PACKAGE CONTROL. INSTEAD HE WENT FROM IYI TO II WHICH IS STANDBY AND STOPPED PACKAGE ABOUT ONE MINUTE EARLY. PACKAGE TRANSPORTED ABOUT 3000 FEET BUT PROGRAMMER FAILED WHICH HELD SHUTTER AT 1/240.

4. FUEL CURVE WAS EXCEPTIONALLY GOOD. WE ACTUALLY PULLED A GAGE VERIFICATION AFTER THE MISSION. HOWEVER GAGE CHECKED GOOD AND FUEL CURVES CAN PRIMARILY BE ATTRIBUTED TO THE IDEAL TEMPERATURES ALOFT FOR THIS PARTICULAR FLIGHT AND HIGH TANKER OFFLOADS.

5. AS A NOTE OF INTEREST TO ALL WEATHER PEOPLE ONE THUNDERSTORM ABEAM OF THE PHILLIPINES HAD TOPS TO 79000 FEET.

6. AIRCRAFT GENERALLY PERFORMED VERY WELL. CHECKING OUT LOW FREQUENCY ADF, AND INS SYSTEM.

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8. IN GENERAL WE HAD OUR PROBLEMS; IF THE WEATHER HAD COOPER-
ERATED IT SHOULD HAVE BEEN FAIRLY SUCCESSFUL, HOWEVER. CHEERS.
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